SAW AND HEARD. LONDON, Sept. 25 .- O'Donnell, who killed James Carey, was taken to the Bow Street Police Court this afternoon. Magistrate Flowers presided. The conri-room was filled, and a large crowd collected outside. Special precautions were taken by the police to prevent any attempt at a rescue, Mr. land opened the case for the Crown. He recounted

TROUBLES OF CHINA AND FRANCE.

MARQUIS TSENG'S PROPOSALS. PARIS, Sept. 25 .- The Temps says the Marquis Tseng's proposals for a settlement of the existing difficulties between China and France comprised the annexation of Anam as far as the Red River by the French, China annexing the remainder of Tonquin and the Red River to be open to the commerce of the world. The French memorandum claims the entire delta, with the exclusive control of naviga-tion, and further demands a portion of the left bank of the river.

GENERAL BOUET ON HIS WAY TO FRANCE. LONDON, Sept. 25.—A dispatch from Saigon, Cochin China, states that General Bonet has sailed for France upon a mission, solicited by himself, to inform the French Government of the real position of affairs in Tonquin.

MISCELLANEOUS FOREIGN NEWS.

KING ALFONSO'S VISIT TO FRANCE. PARIS, Sept. 25 -King Alfonso will arrive here on Saturday next. He will be received at the railway station by President Grévy and the Cabinet Ministers, and, under an escort of two squadrons of cavalry, will proceed to the Spanish Embassy, where he will give a banquet in the evening. The King joins a hunting party on Sunday, and in the evening there will be a banquet and soirée at the Elysée and a gala operatie performance. On Monday the King will attend the

formance. On Monday the King will attend the artillery experiments at Vincennes. He will leave Paris on Tuesday.

The journals here exhibit much ill-feeling at the acceptance by King Alfonso of the coloneicy of an Uhian regiment, which was conferred upon him by the Emperor of Germany.

MADRID, Sept. 25.—At a meeting of the Dynastic Left yesterday Sehor Moret declared that perfect accord existed among the leaders of the party, and be held himself in readmess to defend the liberty of the Democracy or the safety of the Monarchy, if either should be attacked.

THE SUEZ AND PANAMA CANAL. LONDON, Sept. 25.—A dispatch to The Standard from Paris says that the British Government will again enter into negotiations with the Suez Canal Company relative to the proposed new canal.

The Chief Superintendent of Works of the Panama Canal Company has submitted reports indicating that that canal will be completed in 1888. Subscriptions will be opened on October 3 for 600,000 obligations of 500 francs each at 285

JESUITS ASSEMBLING IN ROME. ROME, Sept. 25 .- Jesuit delegates from all parts of the world have assembled here to elect an even:successor to Père Beckx, the General of the Jesuits. The latter wished that this action should be taken, because of his advanced years.

FATAL RAILWAY ACCIDENT. BUCHAREST, Sept. 25 .- A railway train from Paris, for Constantinople, was thrown from the track near Verciorova. Several carriages were demolished, and many persons were killed and

DEPRESSION IN THE COTTON TRADE. LONDON, Sept. 25 .- A meeting of the Joint Committee of the cotton spinners, manufacturers and operators of north and northwest Lancashire was held at Manchester to-day to confer upon the depressed con-dition of the cotton trade. The masters propose to effect a reduction of wages, which proposition the workmen areauction of wages, which proposition the workmen ayow they will reast. They suggest to the masters that, instead of reducing their wages, the production be cut-tailed by working the factories upon shorter time. An agreement was adopted by which the operators are to resume their duties in the factories pending further

FOREIGN NOTES.

LONDON, Sept. 25.-Simeon Charles Hadley, Alderman for Castle Baynard Ward, was to-day elected Lord Mayor of London. Paris, Sept. 25 .- M. Camillo Barrere has been ap-

pointed French Consul-General to Egypt. PARIS, Sept. 25.—Earon Beaufort and Viscount St.

Armand have fought a duel, in which the latter was seriously wounded. Two Japanese residents have also engaged in a duel. HOMBURG-VOR-DER-Höhe, Sept. 25 .- The Emperor

William and the royal visitors were present again to-DUBLIN, Sept. 25.-At a National League meeting in

Loughrea, County Galway, last evening, Robert Hayden, an American journalist, who delivered to August a seditious speech at a meeting of the Shopherd's League

A PROPOSED MARKET FOR BROOKLYN.

A mass-meeting was held at the Brooklyn ademy of Music, last night, under the auspices of the Retal Grocers' Protective Association to advocate the establishment of a public market. Ex-Supervisor John B. Meyenborg called the meeting to order, and ex-Mayor Hunter was elected chairman, with Thomas Kinseila, Judge Neilson, Judge Henry A. Moore, Win-chester Britton, Justice Andrew Walsh, vice-presidents. Mr. Meyenborg said that the object was to secure a market where the people could buy of the producers without the interference of middle-men. Ex-Mayor Hunter hald that the city needed a central place for a designated market-place; no definite building was wanted at present; that could be built when needed from the revenues

ont; that could be built when needed from the revenues of the market.

John O'Donnell, a farmer, and Editor of The Jamawa Farmer, said the farmers of Long Island had been badly treated by Brocklyh for years. The city was noted for her brilliant prefessional men and fine public buildings, but it had no piace on which her people could stand to buy their dinner. Darwin R. James said it seemed preposterous that farmers should have to arge on Brooklyn the necessity of a market. He thought the time was not now distant when the city would have one, and he promised to an in his power to further that end. Captain Ambrone Snow reminded the people that they must work for it? If they wanted a market.

Resolutions were adopted earnestly requesting the Representatives in Congress to use every effort to secure for Brooklyn a public market worthy its importance as a city. The chairman was authorized to appoint a cour-

A GREENPOINT MYSTERY. EXPLOSION OF A GLASS ZALL.

CONSTERNATION IN MR. CONDELL'S FAMILY-A POS-SIBLE EXPLANATION.

John Condell, of No. 83 Calver-st., Greenpoint, started last Wednesday evening with a gentleman friend for a drive to Prospect Park. While passing slowing through First-st., near North Ninth-st., a heavy object like a small stone was thrown by the spokes of the front wheel into

solutide. Special precautions were taken by the police to prevent any attempt at a rescue. Mr. Bland opened the case for the Crown. He recounted the passage out on the steamer of the Carey family and O'Donnell, and repeated the details of the murder. Mr. Sullivan, M. P., counsel for O'Donnell, complained to the Court that a solicitor had been refused access to the prisoner. Mr. Flowers allowed the presence to retire and consult with a solicitor.

James Parish, a servant on the steamer Melrose, on which the crime was committed, and Thomas Jones, the boaiswain, who were eye-witnesses of the murder, repeated the testimony they gave before the court at Cape Town. A bullet found upon the floor of the cabin of the steamer and the pistol taken from O'Donnell were produced and identified.

Jones testified that O'Donnell's words to Mrs. Carey, after shooting her husband, were: "Shake hands Mrs. Carey! I did not do it."

Carey, after shooting her husband, were: "Shake hands. Mrs. Carey! I did not do it."

Carey soon was then examined. He testified that after witnessing O'Donnell shoot his father har to the latter's berth and obtained has revolver, but had not time to give it to him before one of the offices of the steamer took the revolver away. He said that he heard O'Donnell tell his mother that he (O'Donnell was "sent to do it."

Carey has one was then next witness called, but she was unable to give he relationed to the was unable to give her testimony owing to fatigue. John Marven, Inspector of the Fort Elizabeth police, also testified. He said that an extract from a power and the prisoner's solitor during the trail. The samination was adjourned until Friday.

Several bonquels and other presents have been sent to Milibank Prison for O'Donnell. Complete of the prisoner's solitor of the pr

STEAMER PASSENGERS IN DANGER.

A HUGE PISTON CRASHING THROUGH A CABIN IN WHICH WERE SEVENTY-FIVE PASSENGERS. FALL RIVER, Sept. 25 .- An accident occurred on the steamer Bradford Durfee, of Providence, about 5:30 o'clock this afternoon, which

came near involving serious consequences. The boat is an old one, and instead of a waikingbeam the crank works in a gallows frame and the piston moves in a perpendicular direction. When off Spar Island, near Mount Hope, part of the frame broke, and the piston was left without support. Steam was at once shut off, but the momentum was sufficient to keep

the huge piston moving with great force. It tore out the cylinder head, crashed through the main saloon stairway, and with each succeeding revolution burst into the main saloon, smashing the partition, settees, and everything else in the vicinity. About 100 passengers went ashore at Bristol Ferry ten minutes before the accident occurred, leaving about 75 on board, many of whom were The destruction of the main stairway cut off

communication with the lower deck, and the noise of falling machinery and crashing timbers caused the wildest confusion. There was a rush for life-preservers and passenger. hurriedly climbed into the life-boats. man and child were thrown overboard from one boat which was lowered suddealy, but were rescued. In a few minutes dealy, but were rescued. In a few minutes the motion of the machinery ceased and the passengers were quieted. Some received slight injuries by jumping to the lower deck, and a fireman was badly cut on the thead by a falling piece of iron. The engine-room and surroundings were completely wrecked, machinery, timbers, etc., being pied up in a confused mass. The boat, which was duriting helpieusly, was picked up and towed here by a fishing steamer. The damage sustained was about \$5,000.

WEDDINGS YESTERDAY.

A pretty wedding occurred yesterday at Sing Sing. The bride was Miss Lily Virginia Brandreth, daughter of George A. Brandreth, and niece of exeaker Samuel J. Randall, and the groom was Francis Larkin, fr. The ceremony took place in Trinity Church which was decorated with autumn leaves and flowers. The bridgl-party entered at 6 o'clock. First came Miss Helen Ward Brandreth, sister of the bride, and Frank Loney, followed by Miss Altee Larkin, sister of the groom, with Mr. Blackwell, of this city, and Miss S. Lewis Wood, of Washington, with Frederick Potter, of Sing Sing. Miss Faunie Randali Brandreth, th favorite sister of the bride, was the best girl." She walked with Lieutemant Henry Dana Borup, U. S. A. The greem and his best man, F. S. Brooks, of Baltimore, awaited the bridal party at the chancel, and the ceremony was performed by the Rev. G. W. Ferguson. The bride, who was given away by her father, wore a robe of plain white satin, made with a long full train. The sleeves were of crystal beaded passementeric, and the square-cut bodice was filled in with the same. The long veil of tulic was caught by a cluster of orange blossems, and she carried a bo quet composed of orange blossoms and pink clover. Her ornaments, the gift of the groom, were in the form of clover leaves and were studded with diamonds. A small reception, limited to relative and intimate friends, was held at the house of the bride's father. The rooms were decorated with brilliant autumn flowers, the bride and groom standing in the bay win dow of the drawing-room in a bower of scarlet leaves and ferns. The presents were many and handsome. The bride and groom departed on a short weedling journey. Among the guests present were D. H. McAlpine, Mrs. Anna Randan, of Washington; Mrs. Cyras W. Frield, Jr., Mr. and Mrs. Franc's Larkin, sr., parents of the groom, Mr. and Mrs. Abrain Hyatt, Mr. and Mrs. Thomas Hand, John I Kane, Dr. and Mrs. Gibson, 'Tr. and Mrs. Raiph Brandreth, Lieutenant and Mrs. Borup, U. S. A., and Mrs. H. J. Slocum. dow of the drawing-room in a bower of scarlet leaves

Miss Lilian Alieu, daughter of Mr. and Mrs. Francis S.

Miss Lilian Alisu, daugiter of Mr. suo Mrs. Frances s. Alicu, was murried to the Rev. Chalmers Martin, at 4 p. m. yesterday, in the Fifth Avenue Baptist Courch, by the Rev. Dr. Thomas Arintiage, the peador of the charch. A large gathering was present, and a reception was hed afterwarn at the house of Mr. Alien, No. 116 West Forty sixthest. The groom, who is a graduate of Princeton, and is a fine Greek and Hebrew scholar, will sall soom with his bride for Asyam, under the direction of the Prespyterian Board of Foreign Missions. There he will take charge of a school, which buds far to become some day a tacological seminary.

TRANSATLANTIC TRAVELLERS.

Miss Alice W. Longfellow and Miss Annie Longfellow, of Cambridge, Mass.; Miss E. H. Denio, of Wellosley, Mass.; Miss Mary Seeley and Miss Edith Weis, of Boston; A. Schaus, Miss Alice Gilman, F. A. Dwight, Mr. and Mrs. E. C. Stearns, Edward Brandes, Dr. and Mrs. L. Zgersky, and Mr. and Mrs. A. P. Beil will sall to-day on the Elbe for Bremen.

The France will take Mr. and Mrs. J. A. Jackson, Mr. and Mrs. E. A. Borel, if. Franconnier and Mr. and Mrs.

The Rugia brought yesterday Count Stadnicke, of

The Cunard steamer Scythia brought 283 cabin pas engers, including Sir Charles Morray, P. C., K. C. B., Professor O. C. Maran, the Rev. Dr. and Mrs. H. Hastings Weid, Alvaro Agierio, Mme. Albertine, Mme. Anionia, Mr. and Mrs. George B. Ashiey, Madame Beauchemm, A. Beyfus, Robert Blackburn, Dr. and Mrs. B. C. Blod A. Beyrns, Ecoert Biackburn, Dr. and Mrs. B. C. Blod-gett, the Rev. and Mrs. M. Burnham, W. M. Callender, Rowland Childe, Bolivar Christian, Mr. and Mrs. A. B. Claffin, the Rev. John Conway, Mr. and Mrs. George Crittenden, Fauste Davila, Dr. and Mrs George A. Dixon, Dr. and Mrs. F. W. Drysdale, Mr.

RAILWAY NEWS.

HEARING BY THE COMMISSIONERS. INQUIRY INTO COMMUTATION RATES ON THE HAR-LEM-MR. O'DONNELL WRESTLING WITH ACCOUNTS.

Commissioner Kernan was asked by a TRIB-UNE reporter yesterday whether the Commission had passed upon the applications of the Eric and the New-York Central roads for a hearing upon the resolution requiring quarterly financial reports from all companies. "There has not been a full meeting of the board," Mr.

Kernan replied, "to consider the matter. The roads have asked for a hearing to secure certain modifications of the form and requirements of the reports, and also to have the resolution rescinded. We did not have a full meeting. Mr. Rogers and myself heard the remarks of the representatives of the roads, but have yet to discuss the application at a full board meeting."

"Has the Commission any doubt of its power to en-force its resolution?" was asked.

"That question can be answered by any one who examines the language of the act creating the Commission. It seems to give full power to require the rairroad companies to submit reports of their financial condition. Of course the powers and limitations of the Commission have never been tested in court and the subject is an unexplored field."

The Commissioners—Messrs. Kernan, Rogers and O'Donnell—met at the Chamber of Commerce to hear the complaint of the New-York Board of Trade and Transportation against alleged excessive commutation rates on the New-York and Harism Railroad. Frederick Wise and Henry C. Apel, of West Mount Vernon, testified that the rates from New-York were higher than they were twenty years ago and that real estate had declined in consequence. D. D. Mangau, of Sing Sing, said that he paid \$70 for a yearly recommendate taken in 1869, while the present year. Mangan, of Sing Sing, said that he pain \$70 to a yearly commutation ticket in 1868, while the present yearly cost was \$280. George B. Butler, formerly secretary of the New-York Central, testified that he was compelled to leave Croton Falls because of the advance in commutation rates about 1867. Chauncey M. Depew asked if Croton Falls was not beyond the commutation limit, and whether general commuters would not have to ride whether general commuters would not have to have five hours on daily trips to this city. The wit-ness replied that if the road was run properly a commuter would not need to spend that time in getting to Now-York. Robert H. Shannon said that the accommodations on the Harlem were better before the lease of the road to the New-York Central than they are now, but he admitted that the number of trains had been increased. Colonel Ne'son B. Bartram, deputy collector of the port, said that the high commutation rates to White Plans compelled him to board his three sons who were in business in New-York instead of at his

n this question was adjourned to Albany on October 9. The Commissioners then went to the Grand Central depot to allow Mr. O'Donnell to ask questions regarding the cost of construction of the Harlem Road, to be used the cost of construction of the Harism Road, to be used in the complaint regarding the milk rates of the Harism. Messrs, Kernan and Rogers have been satisfied with the examination made by the expert accountral attached to the commission. E. V. W. Rossiler, treasurer of the road, was the only witness. Mr. O'Donnell said that it appeared that \$2,296,600 expended for the construction of the Alsany extension from Dover's Plain to Cantham, appeared in a report made to the State Engineer in 1850 to be charged twice to the construction account of the Harlem. Mr. Rossiler time construction are not the Harlem. Mr. Rossiler demied that the books of the present date aboved any such duplication and Mr. O'Donnell had no copy of the castact of the Harlem roas not used for railroad purposes was about \$890,009. Among the terms in included the cest of the Madison Avenue cattles property. Mr. O'Donnell calcard the property find been originally bought and used for a depot and as such was property obstracted to construction. The Commission limity adjourned to meet in Albany.

UNSETTLED TRUNK LINE QUESTIONS. DISPUTING NEW-YORK CENTRAL'S CLAIM FOR EAST-

One of the many unseitled questions affecting the relations of the trunk line railroads is the formal division of business in their east-bound freight pool. The pool agreement was made in March, 1882, but there has been no settlement under it. It was the first cost-bound freight pool ever agreed upon by the truck lines. An arrangement of percentages was pustponed by the quarrel which arose ever the efforts of the Eric to develop its traffic in dressed beef, and which ended in transferring that class Finally the roads sub-nitted their claims to Commissioner Flok. The New-York Central asked for 40 per cent of Fig. The New-tork Central seem for to per cent of the east-bound freight originating at Buffalo. It calmed that its terminal facilities in New-York City drew to it a portion of the traffic, which should be considered independently of its ability to com-

celay and trouble medical to such action.

The decision referred to above was made in last August. The percentages, if accepted, were to cover the business from the date of the establishment of the pool. The Eris has objected to the allotment to the New-York Central, but has not yet asked for arbitration. It is said to be seeking a revision by Sir. Fluk of his recommendations. The New York Central is understood to be opposed to any appeal from Mr. Fluk's agares except an appeal to the arbitrator, Charles Francis Adams, jr. The course of business this year from the Eric Road, but the Friends of the Central lave charact that this was the result of cutting of schedule rates. Although the last general meeting of the pool toads recflerned all the previous agreements for minimaning rates, they are since being cut. It is pointed out that wenever the new road out of Chicaco—the Chicago and Atlantic—has been blocked with business, allipers have preferred to wait a rather than sond their goods by other lines. It is any possible to business, allipers have preferred to wait a rather than sond their goods by other lines. It is also alligred that a large receiver of flour over the New-York Central Foad has heaving decreased his receips at this part from 1,200 barrets a day to 1,200 a week. It is intimated that his shiparents have come by another road and been reported to the Produce Exchange under the name of some other firm.

DISCUSSING A NEW CONTRACT. The Joint Executive Committee (passenger department) of the trunk times and the Western roads yesterday discussed at Commissioner Fink's office the details of the new pool contract designed to take the diace of the old one which expired on August 31. Twenty roads were represented. The general terms of the new contract were agreed upon, the contract to change in it from the provisions of the old agreement. It covers the through business between Boston, Albany, New York, Philadelphia, Baltimore and Washington, at the East, and Careago, Cinemanti and St. Lows at the Commissions are not to be paid or It is exclained that the reason why the new contract is not dated beyond the first of the year is simply to secure an even calend a basis for sits final establishment. The real reason, it is intimated by some to accept their probable percentage for a longer time

Today Commissioner Fink will submit his recommen lations of the percentages of business between the diff ferent reads. If they are acceptable the new contract will then be signed. Two new roadsthe Chicago and Atlantic and the Pittsburg, Chicago and St. Louis-were formally admitted Chicago and St. Louis—were formally admitted to the committee. Before the conference adjourns it is expected that changes in existing differential fares will be considered. The Toledo and St. Louis narrow gauge road has applied for a differential fare between Toledo and St. Louis. There was no discussion of rate-cutting at the meeting. No action is likely to be taken with regard to the Northwestern roads which were asked some menths ago to discontinue the phymical of commissions on business originating in the pool territory. These lines have not acceded to the request.

THE CONFERENCE OF WESTERN MANAGERS. SAN FRANCISCO, Sept. 25 .- The conference of railroad managers has so far resulted in nothing except disagreements. The committee appointed to draw up a plan for harmonious action presented a prelimino action was taken on it. The longer the conference continues the more redicent the managers become. mpression last night was that the meeting would terminate in a failure to compromise the differences. In view of the Wall street reports there is a belief in the minds of those computent to juster that the Central Pacific, the Gould and Vanderbilt interests have combined to play a wairing game in order to test the staying prop-erties of the Villard stock. The receipt of telegrams from Wall Street is liable at any moment to change the

on, Dr. and Mrs. F. W. Drysdale, Mr. and Mrs. W. Drysdale, Mr. and Mrs. W. Dyer, the Rev. J. Field, the Rev. John Finnan, Professor and Mrs. D.C. Gilman, the Rev. A. Bodewig, the Rev. Dr. J. R. Graham, J. Hooker Hammersiey, Mr. and Mrs. Charles Hanner, Mr. and Mrs. J. L. Havercampf, Dr. Louis Hutchinson, Mr. and Mrs. J. M. Jeffery, Madame Beatrix Kashan, Professor J. Lalor, Mrs. E. W. Landon, Mr. and Mrs. J. F. Long, Judge T. J. Morris, Professor W. L. Pratt, Madame Emma Soule, J. R. Hoogen Thomson, Mrs. Travers, Miss Travers, Arturo G. Lei Yalle, Mr. and Wallaca, the Rev. E. T. Williams, Mr. and Mrs. R. Wilson, Dr. R. T. Winslow, Mr. and Mrs. J. Hood Wright and Mrs. Zerega.

The of earner Labrador brought the Duke and Duchess of Auxy, Introld Cauxy, Robert Souther, Lamar Soutter, Caux, Introld Cauxy, Robert Souther, Lamar Soutter, and Mrs. Angot, Mrs. Calhoun, Mr. and Mrs. Mainen, Mrs. Ma

\$1.512,645; earnings of freight department, \$3,572,828. grand total of transportation earnings, \$5,085,573; receipts from other sources, \$542,961, making a total income from all sources of \$5,429,534.

PENNSYLVANIA AGAINST THE READING. THE PROCEEDINGS IN COURT AT TRENTON YES TERDAY.

[BY TELEGRAPH TO THE TRIBUNE.] TRENTON, N. J., Sept. 25 .- When the United States Circuit Court opened in tals city this morning. there was present an array of legal talent from New Jersey, New-York and Pennsylvania, interested in the several cases growing out of the war between the Pennsylvania and the Philadelphia and Reading Railroad Companies. Clarence A. Seward, of New-York, and Barker Gummere and Edward T. Green, of this city, represented the Pennsylvania. Of council for the Phil adelphia and Reading were ex-Chancellor Williamson and A. G. Richey, of New-Jersey, and George R. Kaercher, of Pennsylvania. The first of the two cases which came up was that in which the Pennsylvania Railroad seeks to have made permanent a temporary injunc-tion granted in June, to prevent the Philadelphia and Reading from setting aside the contract made with the late Receiver Lathrop, by which the New-York and Long Branch Railroad is used in common by both the Penn-sylvania and the Reading. It was stated that the de-fendant in this case had filed its amended answer to the complainant's amended bill, and that a replication had been filed by complainant, thus bringing the case to issue. Testimony will now be taken by both sides, after which the hearing may take place; but this cannot be

before March, 1884, at the earliest.

The other case was that in which William Dinsmore, of the Adams Express Company, petitions, as a stockholder of the Central Railroad of New-Jersey, to have declared null and void the lease by which that road passed into the hands of the R-ading. At a previous bearing Mr. Gowen, of the Reading, had charged that the allegations of the plaintiff were utterly without foundation, and that the suit was the result of a conspiracy between Dinamore and the Pennsylvania Railroad Company for the purpose of harassing the Reading Company and damaging its business. Mr. Goven at that time moved that an examiner be appointed by the court to investigate these charge of bad faith on the part of the complainant. Judge Nixon took the matter under consideration then, and this morning e peremptorily desied Mr. Gowen's request, but stated that the defendant could put in its answer to the complainant's bill as soon as desired, and could then require the plaintiff to submit to an examination under outs as to any allegations of bad faith which might be made in defendant's answer. "If the plaintiff decline to be examined," Judge Nixon said, "the Court will know what to do with their application for an injunction; for no Court would for one moment think of granting an injunction where parties sought to use it for such purposes as are alleged to be the intention of the plaintiffs in this case." By mutual agreement of counsel the further hearing of this case was postponed until October 26 in order that the Reading may file its answer, and its evidence in support thereof. It is understood that the Reading's answer will be filed at once. the allegations of the plaintiff were utterly without

THE PASSENGER RATE WAR. ANOTHER AGGRESSIVE MOVEMENT BY THE PAN

HANDLE ROAD-FURTHER REDUCTION. CHICAGO, Sept. 25 .- The Pan Handle and Kaukakee line began selling tickets to Indianapolis thes morning at \$1, with a consequent reduction in price to Cincinnati and intermediate points, the regular rates merely being added beyond Indianapolis. The 5 cent rate of the Chicago and Eastern Litnois road to Indian-

rate of the Chicago and Eastern lilinois road to Indianapolls is made with the condition that this line runs only a night train at that race, and requires the purchasers of 5 cent tickets to buy eleeping car teckets at \$2, so that the minimum charge over this line is \$2.05.

The Pan Handie road will to-morrow amounces an argressive movement against the Louisville, New-Albany and Chicago road by making the following cut rates to competitive points in Indiana not heretofore affected: Latayette, \$1; Gosport, \$1.50; Crawronsville, \$1.25; Reynolds, \$1; Greencastle, \$1.50, and like reductions to Mouticello and other points in Indiana and Onle to the South and Southeast. The points mentioned are those reached by east and west lines crossing both the Pan Handle and Louisville, New-Albany and Chicago roads, and the rates made are on local lares from the point of intersection with the Pan Handle, which in effect amounts to carrying passingers free from Chicago to the point of intersection.

THE TOLEDO, CINCINNATI AND ST. LOUIS. Boston, Sept. 25 .- Judge Baxter, of the United States Court, Ohio district, has informed Judge Drummond, of the Indiana and Illinois district, that on Saturday next he will remove Mr. Dwight, now receiver of the Totedo, Cinciunati and St. Louis Rathroad system, Judge Drummond to meet him in Toledo next Saturday to confer upon the question of appointing a new receiver

for the entire system.

A meeting of about thirty stockholders in this system was held to-day, John F. Osgood presiding. It was voted that a mass-meeting of the bondholders be held in Boston on Thursday next to take action looking to the protection of their interests. Henry D. Hyde acvocated several plans for a reorganization, but Mr. Osgood expressed the sentiment of the meeting when he declared that he should oppose any reorganization at present, pretering to trust his interests with the receiver. He had written to Mr. Dwight to have him bring suit against coinquent subscribers to the delecture bonds, won now owen the company \$340,000, and Mr. Dwight had replied that he would bring an action to collect this money were the matter of the receivers up settled. It is probable that Thursday's meeting will result in the employs ment of counsel to represent the bondholders' interests before the courts. Boston on Thursday next to take action looking to the

BUSINESS OF THE PENNSYLVANIA.

PHILADELPHIA, Sept. 25 .- The official state-Railroad Company, east of Phitsburg and Erie, for August, 1883, as compared with the same mouth in 1882 shows an increase in gross earning of \$104,201, a decrease in expenses of \$5,561, and an increase in net careings of \$109,762. The eight months of 1883, as compared with the same period of 1882, show an increase in gross carnings of \$1.787,734, an increase in expenses of \$1,503,626, and an increase in the carnings of \$284, 108. All lines west of Pittsburg and Eric for the eight months of 1883 show a surplus over all liabilities of surplus over all liabilities of ase as compared with the same \$557,180, b ing a decrease period of 1882 of \$64,722.

REPORTED SALE OF TWO ROADS.

DENVER, Col., Sept. 25 .- It is now definitely known that the Denver, Utah and Pacine Railroad has changed hands. The stocknoiders decline to give the names of the purchasers or the particulars until the sale is ratified by the construction company.

A rumor prevails that the Denver and New-Orleans Railroad has been sold to an Eastern syndicate, which proposes to build the road at once to Trinidad and Canon City, taking the charter recently filed by the Cieveland party for the latter route.

MISCELLANEOUS RAILWAY INTELLIGENCE. MONTREAL, Sept. 25 .- It is reported here that the Canadian Pacific Railway Company has abau-doned all idea of using the Southeastern Road as an outlet to the Atlantic, and will join the Portland and Oguenaburg Road instead.

KINGSTON, N. Y., Sept. 25.-General Winslow and General Porter passed through here this afternoon on special train, in a tour over the West Shore Road. They were accompanied by Joseph Hickson, general manager of the Grand Trunk Raliway, and other officers of the road. PETERSBURG, Va., Sept 25.-The Norfolk and Western

Railroad Company has contracted with manufacturers in the North for the building of locomotives, passenger coaches, freight and coal cars, and other equipments to the amount of \$600,000. The agreement between the railroad company and the contractors has been placed on record in the office of the coers of the court here. HARRISBURG, Va., Sept. 25.—The Wasnington, Cincinnati and St. Louis Railread, running from Washington City, Va., by the way of Harrisburg and Bridgewater to Monterey, Highland County, Va., was sold at auction to-day, with all its rights and franchises, for \$40,000. It was purchased by Joseph S. Loose, of Bridgewater, for a Virginia syndicate.

OTTAWA, Ont., Sept. 25.-It is said here that work of the Ontario and Pacific Railway from Cornwall to Sault Ste, Marie, passing through Ottawa, will be begun at once. Honds of the company amounting to £14,000,000 are said to have been disposed of to a syndicate of American capitalists for 80 per cost of their face value.

CENSURING A RAILROAD COMPANY.

The Coroner's inquest in the case of Robert nith and Edward W. Bouner, who were killed in the collision on the Long Island Rallroad on September 11, was closed at Long Island City last night. The jury found that the Long Island Railroad Company was directly responsible for the accident for reasons: First-By the making up of trains composed of cars with platforms of unequal Second-By running an overplus trains across Verson-ave., and having trains running in and out on the same track. Third-By not having a sufficient number of employes on the trains to manage them properly and for the safety of the lives of the passengers. The conductor and brakemen of the Manh tan Beach train were also consured for being neglige of their duty to working at the brakes. Engineer Gies was exonerated from all blame

DULNESS OF THE WIRE TRADE,

TRENTON, N. J., Sept. 25 .- The rod-mill of John A. Roebling's extensive wireworks here closed today, and about amety men are thrown out of work.
The cause is the dulues of the wire trade. There is
findle doing in the wire department of the Trenton Iron
Works either, and many hands are idle.

PHYSICAL CULTURE AT CORNELL. ITHACA, N. Y., Sept. 25 .- William P. Mc-

Cielian, of New-York, has been appointed instructor in

physical culture in Cornell University. The large gyms nasium which has just been completed will soon be equipped with gympastic apparatus, and it is intended that physical culture shall play no small part in the cur-riculum of the university.

NEWSDEALERS AND THE TRIBUNE.

WHY PRICES WERE RAISED AT NEWARK. LETTER FROM A CLEAR-HEADED AND INDIGNANT DEALER-THE DEALER ROBBED AND IGNORED

BY ALL EXCEPT THE TRIBUNE. To the Editor of The Tribune. SIR: In answer to your inquiry of yesterday and your article in to-day's issue as to reasons for raising the price of the New-York papers in Newark one cent, the reply is simply told: Tired of toiling from 4:30 a. m. until 9:30 p. m. (with a half day Sunday) for nothing, save to build up magnificent palaces for the New-York papers and their publishers. About ten years ago a gentleman opened a store in this city, and worked very diligently, too, but there was no room for him, and

he failed to make it pay. About three years ago, as ne tailed to make it pay. About three years ago, as a last resort, he cut the prices of the New-York papers to New-York prices, which had never been done before. Of course, the trade followed suit, and did the same. He quit the business here, but left the trade in the lurch. From that day until this we have made nothing. How could we, when The Herald costs us 24 cents, The World 14, with this in the latter's favor—that it is on sale (but that will only last, of course, until it gets a grip at our expense)? We can make nothing out of the one and two-cent papers. Now comes The Times downat our expense, too. While it issues a circular stating its wholesale price is 112 cents, it is very careful to note under it "that the postage or expressage must be paid

by the newsman." You then ask, why raise the price of THE TRIBUNE, which costs us 2½ cents, as charged us by the Newark News Company! The price is quite liberal; but we can't live off The Tribune alone. The better answer is: 'We wish to protect our routes and stand by them who stand by us." Your own article proves that we cannot pay carriers, stand bad debts and the losses on unsold papers, and serve them at New-York prices; for in your article you say that a man with 500 papers cannot clear over \$1 to \$1 50 per day, and as there are not over three dealers in this city, out of some sixty to eighty, that handle much more than half the number above quoted, what can the average newsman of Newark make a day1 No. gentlemen, it is only a stand-and-deliver game of

The Herald. Times and World on the newsdealers, that we must sell them at any price they name. We have only nereased from 1 to 2 cents per week on our routes more then they get in the City of New-York. I ask you, would it be fair in us to sell to the transient purchaser who only buys a newspaper when there is a miracle in it, at a lower rate than we deliver them to our customers all the year transient customer. For this reason alone he should pay more. Our route customer finds no fault at the

small increase. Why should be! If he loves to read you paper, or any other, half as much as he loves to see his mane in print, under a very abusive slur on the poor newsman, he would subscribe for it and have it left at his domicile.

By the way, why should the publisher of a newspaper, any more than the bitter merchant who has sold it to the wasmington grocer, dieute what it should be sold for if The book publishers got hopelessly left on this question. Is if not time that the great metropolitan distinction is if not time that the great metropolitan distinction is if not time that they can fly or are transmitted free throughout the world! The printed price is of no account outside of the City of New-York. Just look at the predication of the Times when it agrees to sell its paper to transient customers in Washington for 2 cents, and at the same time wants 75 cents a month from its mail subscribers.

rom is mail subscribers.
I think I speak the sentiments of the Newark dealers when I assert that before we sell The New York Times or 2 cents we will exemte it altogether from our counters. Respectfully yours. P. F. MULLIGAN. 927 Broadest, Newark, N. J., Sept. 25, 1883.

[We take Mr. Mulligan at his own word. He intimates that the Newark newsdealers intend to "stand by those who stand by us." THE TRIBUNE has been the only New-York paper that has atoud by them in the late reductions of rates. We believe that Mr. Meiligan is the principal newsdealer of Newark, and we expect him to keep his word .- Ed. !

A STRAW AT THE STATE CONVENTION. To the Editor of The Tribune.

At the recent convention at Richfield Springs, I sat at table at the Spring House, with eight gentlemen, four of whom had copies of The New-York Tra-BUSE. No other paper was seen at that table, "Straws," etc. I saw more copies of The Tringens than of all the other papers put together, during the convention. Yours truly.

Yours truly.

Yoursers, N. Y., Sept., 25, 1883.

TRIBUNES ALL SOLD.

To the Editor of The Trioune. Sin: On calling for a Tribune at the newsstand in the Fifth Avenue Hotel tals morning at 10:45 I found that not one was to be had. Why was this? The dealer told me he had sold every copy he had. I notice more readers of The Termuse now everywhere I go, but feit irritated to-day occause I could not get a paper my-

News York, Sept. 25, 1883. Fifth Avenue. [If the newsdealer to whom this refers, or indeed any of the uptown men, sell out their supply of TRIBUNES early in the day they can obtain a fresh lot at the uptown office of THE TRIBUNE, 1,238 Broadway, corner of Thirty-first-st. Individual buyers can always get the paper there .-- Ed.]

THE TRIBUNE SOLD OUT CLEAN. To the Editor of The Tribune.

Sik: I could not buy a copy of THE TRIB-UNE here to-day. Every copy was sold before I reached the stands. There were plenty of cheaper papers left, but I want THE TRIBUNE. The dealers here ought to

Allow me to say that your reduction in price to 3 cents is wise. The tendency in all large centres of population is somewhat toward low priced newspapers, but it does not seem necessary for such a paper as THE TRIBUNE to follow the still lower prices of some of its contemporaries, follow the still lower prices of some of its contemporaries.
THE THIBUNE is regarded by a large class of intelligent readers as safer, more solid, and with more expensive correspondence and other matter in its columns than some of the other daily journals, and its patrons accordingly are willing to pay a lair rate to get it.

Many people prefer to stop at a first-class hotel and pay a fair price for a select room and board rather than go to a cheap nonse, where its extreme low price is a certain and sure index of the quality of fair obtainable. Yours sincerely,

A LOSS OF PROFITS.

To the Editor of The Tribune. SIR: I wish to tell you the effect of the reduction of the price of The Times. I sell about fifteen copies more of The Times than formerly, but it does not hurt THE TRIBUNE in the least. I find it hurts the San the most, and also the Herald. World, and even the Morning Journal. Figuring all up together my loss is about \$3 a week by the above reduction.

Yours, etc. R. Stauffer.

New York, Sept. 25, 1883. Sixth-ave. between Fifty-seventh and Fifty-eight ats.

INCREASE OF SALE OF TRIBUNE. To the Editor of The Tribune.

SIR: I am pleased to say that while you have reduced your paper you have acted square and honorable with the poor dealer, by taking all the loss on yourself and giving us a profit that no other morning considerably since you have reduced the price, and I am pushing it as much as in my power to do so.

Respectfully yours, J. PEHN.

New-York, Sept. 25, 1883. Thirty-eighth-st. and Sixth-ave.

PREDICTION FROM MURRAY HILL. To the Editor of The Tribune.

SIR: I am not in the habit of writing to newspapers, but I take the opportunity of expressing my approbation of the liberal policy in your treatment of the newsdealers with your would be rival, The Times. In the short period of your reduction my order has in the short period of your feducation my order has increased 50 per cent, demonstrating the people appreciate your journal. If my experience in the newspaper trade counts, I predict The Tribune will outstrip The Tribune three to one in circulation in the city in one year. Yours respectfully, Newsdealer, 105 West Thirty-fourth-st. New-York, Sept. 25, 1883.

THE PENNSYLVANIA OIL FIELDS. TITUSVILLE, Penn., Sept. 25 .- Two wells Nos.

9 and 11, were completed in the Cooper tract to-day, both of which are owned by the McCaimont Oil Company. No. 11 was drilled some distance into the sand, and the showing is for a small producer. It may yield 150 barrels in the first twenty-four hours. No. 9 was dry.

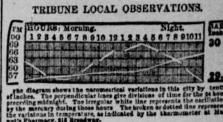
MIDNIGHT WEATHER REPORT.

GOVERNMENT INDICATIONS. Synopsis for the past twenty-four hours.

WASHINGTON, Sept 26-1 a. m.-A violent storm has prevailed northeast of New-England, and brisk and high northwesterly winds continue on the Middle Atlantic and New-England Coasts. Indications for to-day. For the Middle Atlantic States, fair weather, north o west winds, nearly stationary temperature, higher

barometer.
For New-England, fair weather, northwesterly winds, stationary or slight fall in temperature, higher barome-For the Lower Lake region, fair weather, southwest

Cool, fair weather will continue in New-England and the Middle Atlantic States on Thursday.



TRIBUNE OFFICE. Sept. 26-1 a. m.- During the clear weather yesterday the movement in the barometer was upward. The temperature ranged between 54° and 69°, the average (61°,9°) being 3°,4° higher than on the corresponding day last year and 432° lower than on Monday.

Cooler fair or clear weather may be expected to-day in this city and vicinity.

RECEPTION TO FRANCIS MURPHY.

A public reception was given to Francis Murphy, the temperance advocate, who has recently re-turned to this country, after a two years' visit to Europe, at Cooper Union last evening. The great auditorium was crowded in every part. Mr. Murphy and members of his family were greeted with prolonged cheers as they came upon the platform. Among those present were Chief-Justice Noah Davis, Chauncey Shaffer, the Rev. Drs. J. O. Peck, James M. King, Edward Judson, Cyrus Sturdevant, Thomas W. Pittman, Lewis Leland and William B. Nichols. Music was furnished by a large and William B. Nichols. Music was furnished by a large choir under the direction of George S. Weeks. Judge Davis, in the address of welcome, gave a sketch of Mr. Murphy's life, portraying its lights and shadows with considerable feeling. When Mr. Murphy stepped forward to make his response the audience broke forth into long continued applaise. Handkerchiefs were waved, and three hearty cheers were given. In a broken voice Mr. Murphy expressed his gratitude for the generous reception given him. His absence abroad, he said, had not weakened but has a trengthened has love for the land of his adoption. He expected to devote the remainder of his life to the work in which he had been so successful.

of his life to the vote better in health than Mr. Murphy was looking much better in health than before he went abroad. His votes, however, is somewhat broken, although not enough to interfere with his public speaking.

PORFIGN STEAMERS DUE AT THIS PORT.

LOMETON	DILIMING DO		
Pesset. Pontiac Chateau Leo Greece. Beigravia Newport Alvena Vincenzo Fio Egyptian Mo Santo Domin State of Geor City of Alexa State of Geor	TO.DAY. From. Moo. Portro wilie. Bordeaux. London. Livernool. Havana amatea. Fro. Med. bort- march London. go. Hayt. gia. Giasgow borti'. Hay. and 3 rgia. titaagow ago. Liverpool.	Med JA Bo Bo N Med tim A A Alex	ational Anchor Ward's Atlas ad N.Y. onarch ilyde's. State.
	THURSDAY, SEPTI	EMBER 27.	-
Chateau Lee Greece	wille Bordeaux Lopdon Lopdon Liverpool Havana Jamaica Fio Med port march London Do Hayti Gia Giasgow bdriy Hay and S	s Med in	Ancies An

FRIDAY, SEPTEMBER 28. Athon Hayti Atias Fulda Bremen N. G. Lioyd

Oscar Wilde's play is on the road, travelling south. Will some one please misplace a switch and ditch the blamed thing before it can reach us.—|Texas St/tings. SURE, PROMPT, THOROUGH-may be safely and truly said to be the characteristics of Dr. Jayne's Carminative Balsam. Its merit has made it known overywhere for years as a standard curative for Cramps, Diarrhos, Cholera, Kishs and all Discases of the Bowels; it is, beside, andy administered to calldren, being pleasant to the taste, and is entirply safe.

Body Brussels Carpets.-Great sale. 500 pieces best ve-frame at #1 25 per yard. SHEPPARD KNAPP & CO., Sixth ave, and 13th-st.

Lundborg's Pertumes-Edenia and Marechal Nell Rose.

MARRIED. WOODRUFF-CROMWELL -As at Andrew's Church, by the Rev. C. T. Woodruff assisted by the Rev. Francis Leibdell, rector of the parish, Arthur D. Woodruff to Miss Euretta Cromwell, daughter of Miss P. Daylos, all of this

All notices of marriages must be indured with full name and address.

RESERVED THE

CHAPIN-On Monday, of pneumonia, Elizabeth W., wife of Gardner S. Chapto.

Renatives and fromts are respectfully invited to attend the funeral at 2 p. m. on Wednesday, September 26, at No. 3:9 Greene-ave. Brooklyn. CHEES MAN-On Sunday, September 23, after a ingering illness, Ann Louise only daughter of the late Martha Hicks and John C. Cheesman, M. D. Relatives and friends of the family are invited to attend the famoral (Friends' coremony) from her late residence, 240 Frith.ave, on Wednesday morning, September 26, at half-past 10 o'clock.

CECIL-On Tuesday, September 25, at the residence of his granufather, Francis Henriques, John R., intant e.m of George and Annie H. Cecil.

Interment at Woodlawu.

It is respectfully requested that no flowers be sent.

citally requested that no flowers be sent. DANIELS-At Stamford, Conn., Septem! Emma, youngest anginer of James and Catharine Daniels, Paneral from St. John's Place Church, Stamford, Conn., at 3 p. m. Wednesslay.

Carriages will be waiting at depot at 1 o'clock train from New-York.

GOSSLER-On September 21. at Columbia, Penn., the native place) Miss Catharine Gossler, of Washington, D. C., in the 53d year of her age. MOFFAT-At Des Moines, Iowa, September 24, David H.

Mofist, aged 83 years.
Relatives and friends are invited to attend the funeral services at Washingtonville, Orange Co., N. Y., Thursday morning at 11 o'clock. MOTT-At Jem Sia, Corea, on July 10, 1888, of dysentery, Captain George Burt Mott, aged 47 years. Capiam George Burr Mott, aged 47 years.

MOSES-At Hackensack, N.J., on Monitay, September 24, 1885, of heart disease. Agron Moses, aged 78 years. Funoral at his late residence on Thursday, at 10 o'clock a. m. Interment at Greenwood.

New York friends will meet the remains at Eric Depot, foot Warren-si, at 1:30 p. m., where carriages will be in waiting. WRIGHT-In London, on September 2, Charles Wright, M.

this city, neral services will be held in Grace Church, Broad-and 10th-st., on Wednesday, September 26, at haif-Special Notices.

Artistic Memorials.
The NEW-ENGLAND GRANITE WORKS, Hartford, Coan Quarties and Worstoney, Westerly, R. I.
Fine monumental and building work in detailed. Drawings and estimates furnished without change. Correspondences in the letter of the Correspondence of the Court of the Cour

Bangs & Co., 739 and 741 Broadway,
will sed at anction
Thursday and Friday, September 27 and 28,
at 339 p.m.,
A collection of
LAW 8 0 0 KS
comprising
Valuable American State and English reports, Digesta,
1.4ws. Text-Books, &c.

Henry C. Merry Auctioneer.
GEO, A. LEAVITT & CO.
ORIENTAL CARPETS AND RUGS, ANTIQUE AND
MODERN, DAGHESTAN CANABAGH, CASHMERE,
SCINDE, GHIORDES, MELAS-KELIM, EMBROIDERED
TABLE AND CUSHION COVERS. THE WHOLE NOW ON EXHIBITION AT CLINTON HALL. ASTORPLACE, TO BE SOLD BY AUCTION THURSDAY AND FRIDAY AFTERNOONS AT 239 OCLOCK.

ALSO NOW ON EXPIBITION AT CLINTON HALL,
THE GREAT LIBRARY OF THE LATE J. J. COOKE,
ESQ. OF PROVIDENCE, E. J. TO BE SOLD MONDAY,
OUTOBER I AND FOLLOWING DAYS, COMPRISING
A VERY REMARKABLE COLLECTION OF RARE,
SCARCE AND VALUABLE FOOKS.

Piles Permanently Eradicated in 1 to 3 weeks, without carre, agreement or consider, Souther circular containing references. Dr. (COVP, 13 West Heavill. The Examiner, an eight-page paper of the largest class,

and much the most widely circulated Baptist newspaper in the world, has reduced its price to TWO DOLLARS A

YEAR, IN ADVANCE. Address Box 3,661, New-York. Post Office Notice.

"The schedule of closing of trans-Pacific mails is arranged on the presumption of their uninterrupted overland translate ban Francisco. Mails from the East arriving on Tike as an Francisco on the day of sating of steamers are dispatched thence the same day.